Julie Hassinger

dealer bulletin

Date: February 25, 2000

To: All Shasta Authorized Dealers

From: Joe Keil, Customer Service/Warranty Manager

RE: Recall #99V228

Priority:

This bulletin will provide additional information pertaining to Recall #99V228. An initial notice was mailed out February 8, 2000.

Please find attached another copy of the drawings and instructions sent with the initial notice. Follow the steps below to determine if a unit is affected by this recall:

1. Inspect the frame. If the unit has rod and angle cross members (as shown in drawing #F1X2000) the recall is not needed. You may claim .2 for the inspection using Operation Code #1190V.

2. Inspect the frame. If the main frame members that run the entire length of the unit are tubes (not I-Beams), the recall is not needed. You may claim .2 for the inspection using Operation Code #1190V.

3. If the unit has no cross members as in Step 1, and the main frame rails ARE I-Beams, then the I-Beam must be inspected for cracks. Cracks may exist in the I-Beam above and between the spring hangers. Carefully inspect both I-Beams thoroughly. If there are no cracks, skip to Step 5.

4. If there are cracks, weld them shut and plate over repaired area on the outside of the I-Beam using ¼" flat steel. The steel can be purchased locally. It should be cut so that it fits snugly against the top and bottom flange. The welds should be made in the corner created by the intersection of the web and flange. Then paint. **All four corners should be supported and the ground wire removed before welding.** You may claim .5 per I-Beam using Operation Code #1190V.

Elkhart: 1139 All Pro Drive • Elkhart, IN 46514 • (800) 234-8225 • Fax (219) 266-9446

Middlebury: 14489 US 20 East • PO Box 631 • Middlebury, IN 46540 • (800) 233-5571 • Fax (219) 825-9573

5. If there are no cracks, install the cross members (available through our Parts Department) following the attached instructions titled "Procedure for Cross-Member Installation". You may claim 1.0 per cross member using Operation Code 1190V.

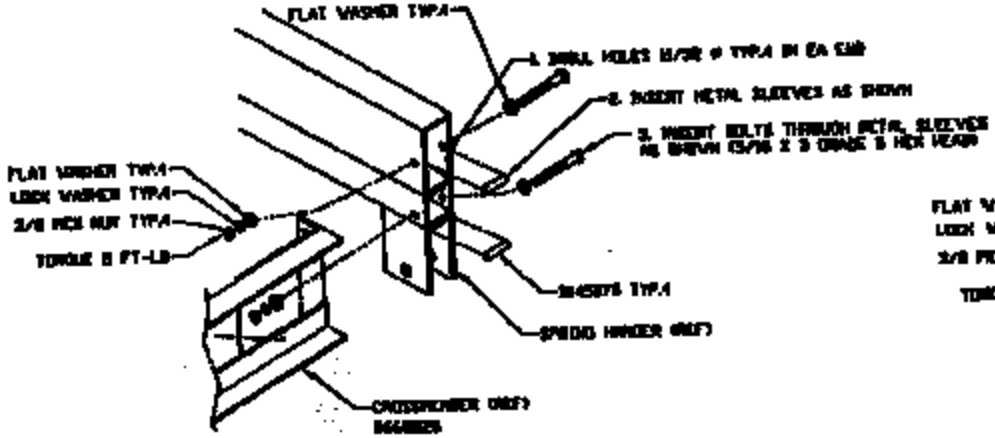
Important: **The total time allowed for the inspection is 0.2. Do not combine the times for Step 1 and Step 2.**

Please Note: Rerouting of holding tank drainpipes may be necessary on some models. Call your Regional Service Manager for authorization.

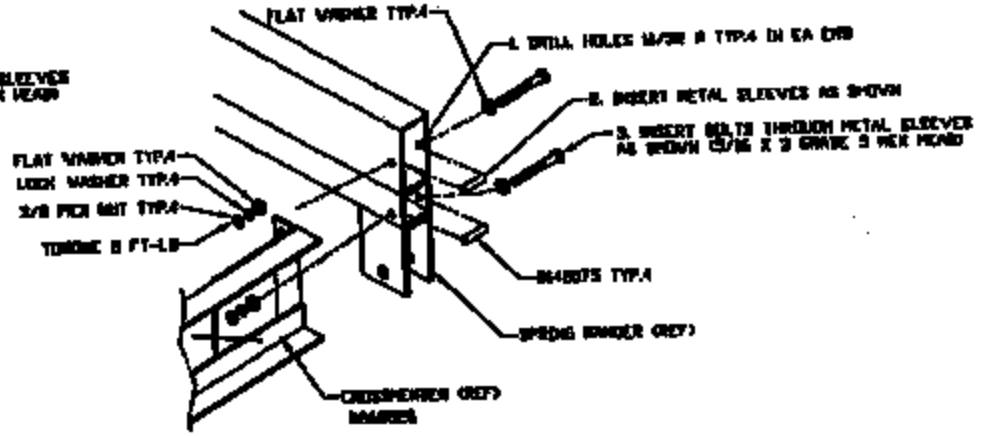
Please Note: Be certain to tell our Parts Department which model you are working on. Not all models use the same kit. Refer to attached drawings for your particular model.

Attachments

tlh



DETAIL 'B'



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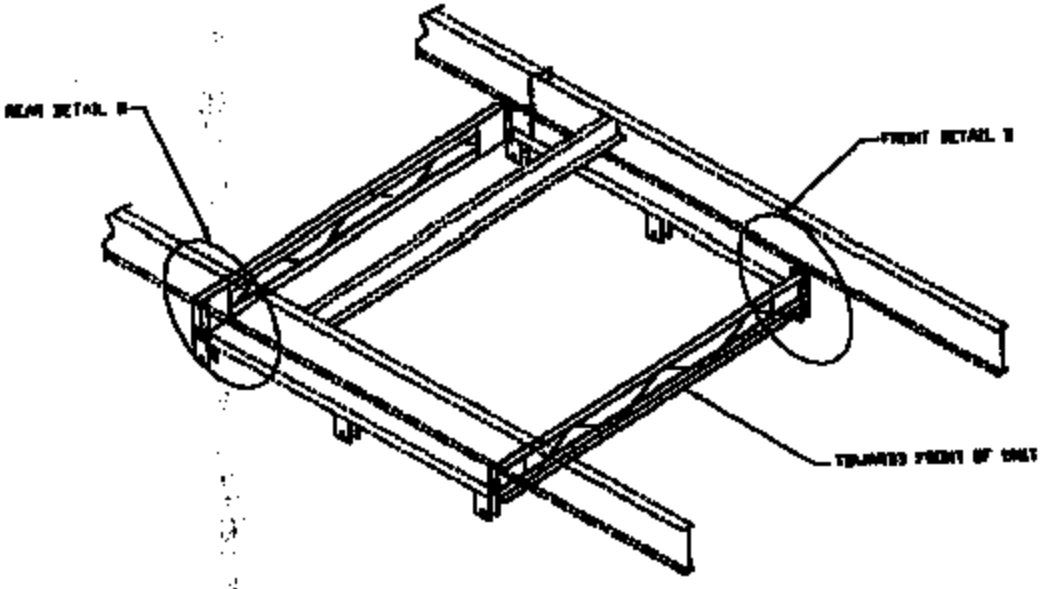
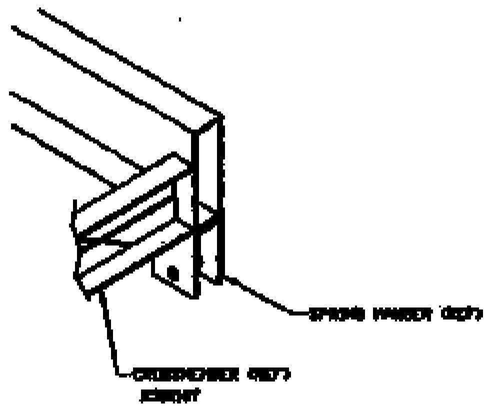
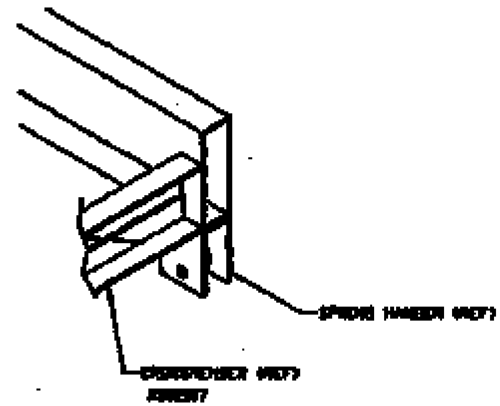


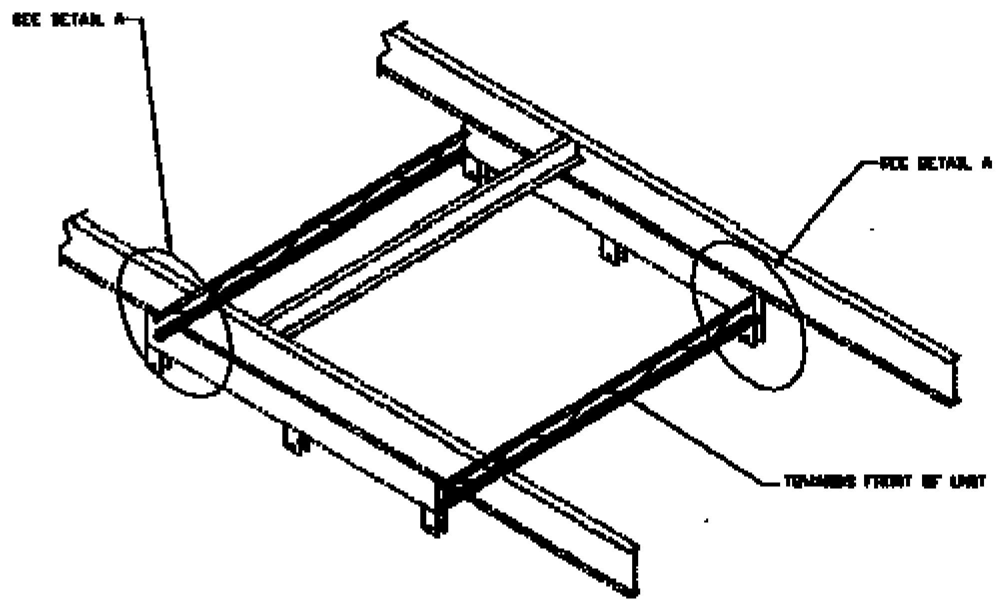
SHASTA DIMENSIONS

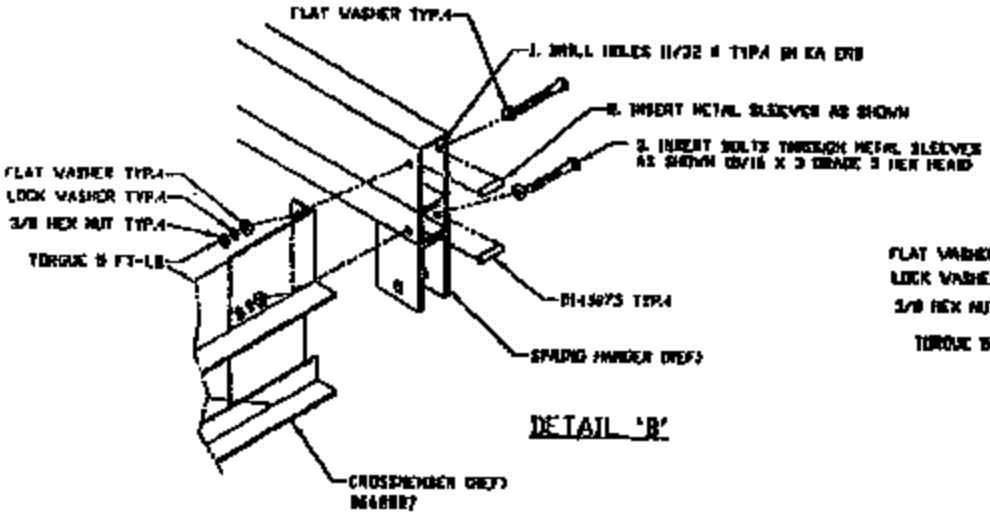


DETAIL 'A'



DETAIL 'A'





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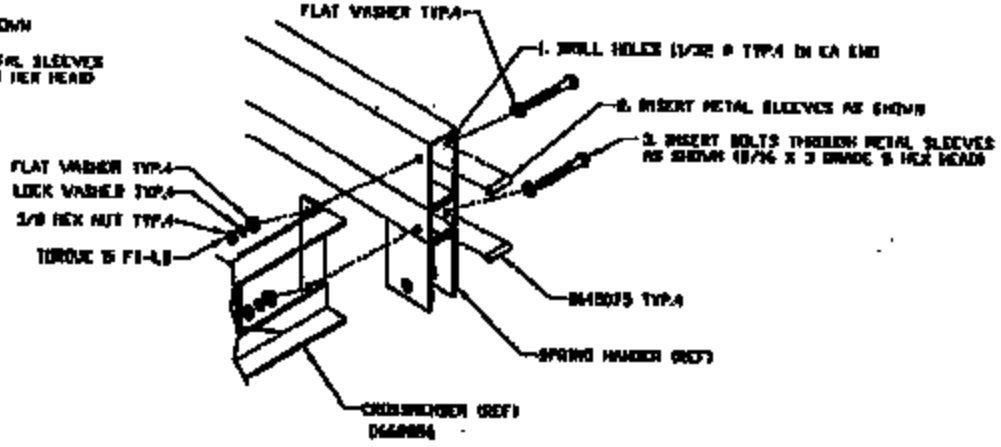

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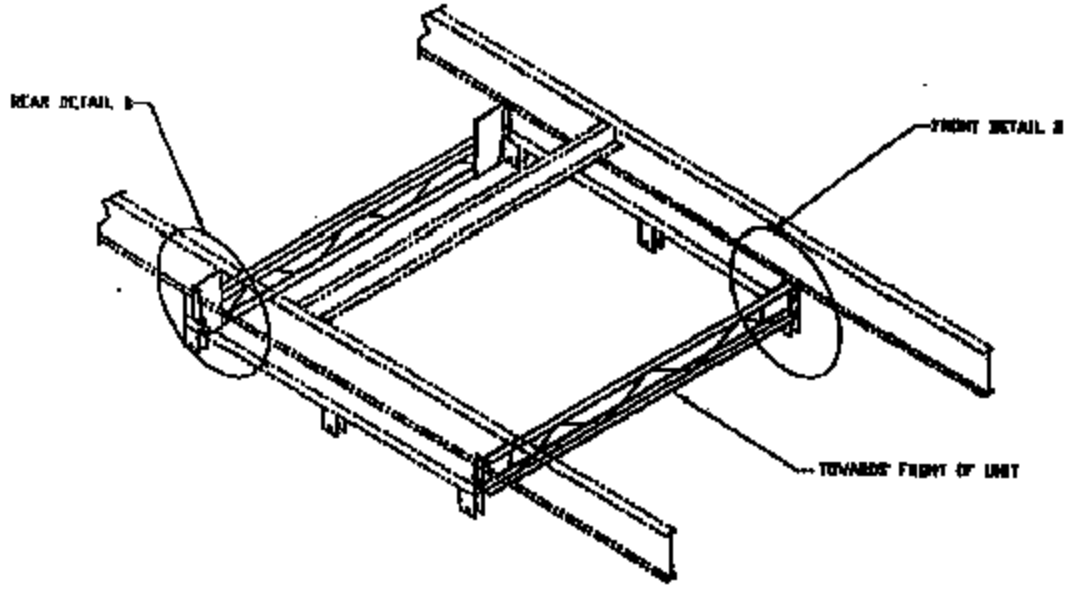

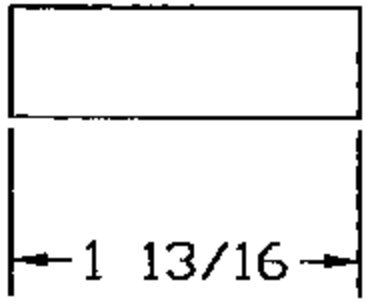

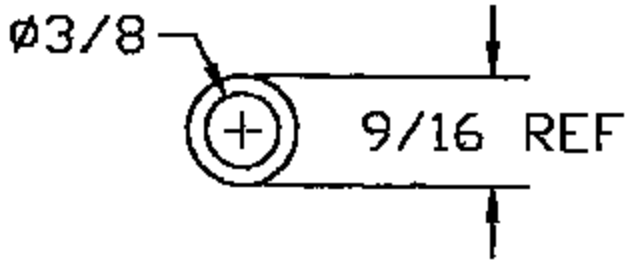

GALVANIZED PIPE 3/8 ID X 1 13/16"

SHASTA INDUSTRIES

STEEL SLEEVE

D145075

PROCEDURE FOR CROSS-MEMBER INSTALLATION :

1) INSPECT THE UNIT FOR THE FOLLOWING CONDITIONS.

   A) IS THERE A CROSS-MEMBER LOCATED BETWEEN THE LOWER FRAME TUBES AS SHOWN IN DETAIL "A" ? IF YES, THEN THIS PROCEDURE WILL NOT BE NECESSARY. IF THERE IS NOT A CROSS-MEMBER LOCATED AS DESCRIBED THEN FOLLOW THE NEXT STEP AS NOTED IN 1B).

   B) INSPECT THE SIDE OF THE I BEAM IN THE AXLE AREA ON BOTH SIDES OF THE UNIT FOR ANY CRACKS THAT MAY HAVE DEVELOPED. IF FOUND, CONTACT YOUR SHASTA SERVICE REPRESENTATIVE FOR FURTHER INSTRUCTIONS. IF NONE ARE FOUND CONTINUE WITH THIS PROCEDURE.

2) FOR GENERAL SAFETY TURN OFF THE LP GAS SYSTEM AT THE LP BOTTLE.

3) THE PARTS THAT WILL NEED TO BE INSTALLED HAVE BEEN PACKAGED BY MODEL AND MODEL YEAR. THE CROSS-MEMBERS HAVE BEEN MARKED AS "FRONT" OR "REAR".

4) THE UNIT IS TO BE PLACED IN A LEVEL POSITION WITH THE UNIT SITTING ON THE FRONT LANDING JACKS AND REAR STABILIZER JACKS EXTENDED SO THAT THE UNIT IS SUPPORTED AT ALL FOUR CORNERS.

5) PLACE THE APPROPRIATE CROSS-MEMBER INTO POSITION AS INDICATED IN DETAIL "B". IT SHOULD BE POSITIONED AND HELD IN PLACE WITH CLAMPS SO THAT HOLE LOCATIONS CAN BE MARKED ON THE FRAME TUBES FOR DRILLING IN STEP 6). IN SOME INSTANCES AN ABS DRAIN LINE WILL NEED TO BE CUT IN ORDER FOR THE CROSS-MEMBER TO BE PLACED INTO POSITION. IF THIS IS REQUIRED, IT IS TO BE RECONNECTED AT THE COMPLETION OF THE CROSS-MEMBER INSTALLATION.

6) REMOVE THE CROSS-MEMBER SO THAT AN 11/32 DRILL CAN BE USED TO DRILL HOLES THROUGH BOTH SIDES OF THE TUBE AS MARKED IN THE PREVIOUS STEP.

7) REPOSITION THE CROSS-MEMBER AND BOLT INTO PLACE. IT SHOULD BE NOTED THAT A STEEL SLEEVE IS TO BE INSERTED INTO THE END OF THE TUBE SO THAT THE BOLT PASSES THROUGH IT. THIS WILL PREVENT THE TUBE FROM COLLAPSING WHEN THE NUT IS TIGHTENED.

8) WITH THE BOLTS, STEEL SLEEVES, FLAT WASHERS, LOCK WASHERS, AND NUTS IN PLACE AND THE CROSS-MEMBER INSTALLED IN POSITION THE NUTS SHOULD BE TIGHTENED TO 17 FT-LB.

9) WITH BOTH CROSS-MEMBERS IN PLACE THE WORK HAS BEEN COMPLETED.